

# RAILROAD BILL PASSES HOUSE BY BIG MAJORITY

## Not a Single Dissenting Republican Vote Cast for Measure

## TAFT PLEASED WITH OUTCOME

Fourteen Democrats Join with  
Majority in Favor of Meas-  
ure — Commerce Court  
Clause Kept In by Com-  
fortable Margin—Senate  
Seen to Take Action

Washington, D. C., May 10.—With out a single dissenting Republican vote, the House to-day passed the railroad bill, one of the chief measures that President Taft wished enacted at the present session of Congress.

Not only did every Republican place himself on the side of the measure either by his vote or by being paired in its favor, but fourteen Democrats joined the majority to make the total vote in favor of the measure 200.

120. President Taft to-night said he was deeply gratified over the passage of the measure. He was especially pleased with the comfortable margin by which the Commerce Court feature was kept in the bill, for he regarded this court as probably the most important forward step in the proposed law.

As to the amendments and additional provisions added in the House, the President said he did not feel that this was the time to discuss them, nor that he was fully enough acquainted with

the changes to discuss them. Referring to the clause providing for the physical valuation of railroads, Mr. Taft pointed out that the power practically now rests with the Interstate Commerce Commission, and that the difficulty in carrying out such a plan always had been found in the enormous cost of the undertaking.

When all the amendments adopted by the House were taken up, Mr. Taft said:

by the House Ways and Means committee, the whole had been agreed to. Mr. Aulon, of Georgia, senior Democratic member of the minority on the committee reporting the bill, moved to recommit it to the committee with instructions that it be reported back with the Commerce Court clause stricken out. This motion was defeated, 157 to 116.

The bill makes many changes in the existing law, but, if accepted by the Senate, will not greatly affect interstate commerce. The Court of Commerce is created to adjudicate cases on appeal from the Interstate Commerce Commission. It is provided that the court shall be organized by the justices of the Supreme Court of the United States, future appointments to membership on the court to be made by them.

Stock and bond issues of railroads are controlled by the bill.

Under this clause a railroad, before issuing any additional stock, must

The long and short haul clause of the measure provides that a railroad cannot, without first gaining permission, charge more for a short than for a long haul over the same line.

The Interstate Commerce Commission

As amended, the bill proposes to bring the telephone and telegraph companies under the control of the Interstate Commerce Commission. It provides for the valuation of railroad

property as an aid to the commission in consideration of railroad rates.

**Authority Greatly Increased.** The bill gives to the commission authority over classifications, regulations and practices of railroads, authority at the present time being limited to rates and matters affecting rates.

Under its terms, a railroad company must quote a freight rate accurately upon demand of a shipper, and the shipper is given the right to route his freight whenever it passes over more than one railroad. The commission is

self is authorized to establish through routes, by combining different railroad systems at its discretion, where as, under the present law it cannot do so. Therefore, if such a route is already established.

Severe penalties are provided against shippers who, through false claims for damages or loss of property, obtain secret rebates.

**The Democratic Course.**

Champ Clark, leader of the Democratic party, explained the Democratic course in opposing the bill of final vote, said:

"The Democrats who voted against the bill did so because they considered that there were more bad features to the bill than there were good ones. When it was first introduced into the United States railroad bill, note and

simple. It was drawn in their interest. Not a railroad lobbyist appeared around the halls of Congress in opposition to this bill, which speaks more eloquently than many volumes could do that the railroads were in favor of this legislation.

"Every amendment that was adopted in the House helped the bill, but there were not enough of them. Had the Court of Commerce feature and some parts of sections 13, 14 and 15 been stricken out I would have voted for the bill."